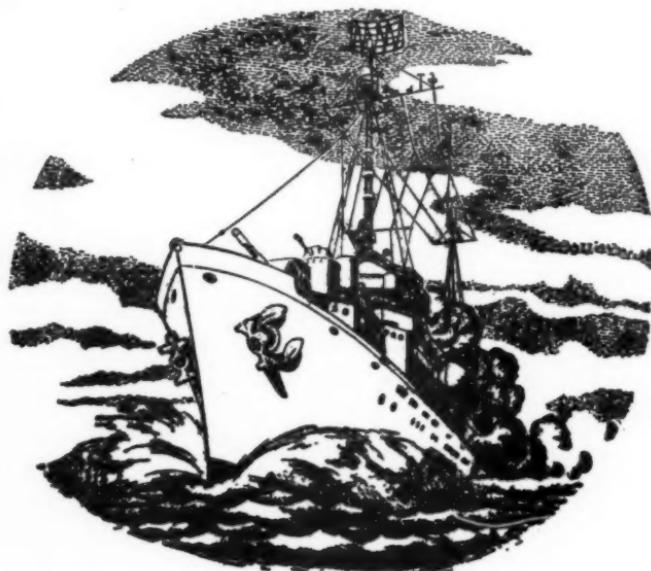


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BULLETIN



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Statement of
Vice Admiral Merlin O'Neill
Upon Assuming Office as Commandant

"I deeply appreciate the honor of appointment as Commandant and at the same time I am fully conscious of the responsibilities attached to that office.

"It will be my aim with the support of all to further the progress of our service and the welfare of those carrying on its work. It is my firm belief that no one could dedicate his labor to a greater field of public service than that presented through the faithful and efficient performance of the duties of the Coast Guard.

"With all of us working as a team and giving our best I am confident we will individually and collectively earn the reward and satisfaction of greater accomplishment for the public good and of a deeper pride in our service."

U.S. COAST GUARD BULLETIN...



Washington, D. C.—February 1950

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'49 Ice Census Combines Observation by Radar, Sight and Photography

The Coast Guard's post season Ice Census, inaugurated in 1948 on an experimental basis, is an attempt to learn whether aerial observation of source concentrations can help determine the number of icebergs that eventually can become a menace to navigation.

The Census is directed at the Baffin Bay-Davis Strait area, covering 150,000 square miles of open sea and some 2,000 miles of fiord-indented coast line, mostly in the western portion of Greenland.

Greenland is a birthplace of icebergs. Twenty glaciers located on the west coast are responsible for most of the icebergs that drift toward the Grand Banks. Many of these bergs disintegrate during the 2,000-mile journey, which follows the Greenland current to the northern Bay area, turns and joins the Labrador current and then makes the long trip south.

But many do survive this hazardous (for icebergs, that is) trip, and 3 years after leaving the glacier pass through the busy shipping lanes of the North Atlantic. From April through July is the iceberg season, when the International Ice Patrol conducted by Coast Guard surface vessels and aircraft is busy tracking down these huge ice formations and warning mariners of their positions. The postseason Census is made in the late summer.

The 1949 Census followed a preconceived plan of utilizing visual sightings, radar counts, and photographic analysis to count the bergs.

It was known that a visual count would not be sufficient for the census, and that photographs were necessary to corroborate such sightings. However, after an analysis of the photographs had been made, it was discovered that visual counts fall far short in coastal concentrations—as high as 50 percent or more! In fact, although a preliminary report indicated there were 17,500 bergs in Baffin Bay, the final 1949 count fixed the number at more than 40,000. The greatest increase in the two surveys was uncovered in the ice-choked fiords and along glacier fronts.

This is partly explained in that an aircraft crossing a fiord would allow a visual observer only a few minutes to make a very cursory count. Larger bergs, of course, were more noticeable than the smaller. Photographs, on the other hand, allowed all the study time deemed necessary, and the use of a camera filter made shots so much clearer than visual sighting that more bergs were photographed than could be seen.

Observers reported how they were able to count all bergs within the limits of 15 or 20 miles on either side of a track line. Upon entering an area, a prominent berg or cluster of bergs served as a landmark to define the limits of the arbitrary zone limits. This zone then was divided into three imaginary areas: ahead, right, and left.

The ahead area comprised those bergs over which the plane would pass and extend about 2 miles on either side. The right and left divisions out to the designated zone limits, following the flight plan, were covered piecemeal along the flight path to eliminate errors due to

perspective. Radar checked frequently to establish ranges to bergs.

During the 1949 Census, radar was used extensively because fog covered part of the upper, middle area of Baffin Bay. It was found that 6,000 feet radar coverage was 90 percent reliable in instantaneous viewing of the scope, and an increase in efficiency was obtained through longer perusals of successive sweeps which picked up targets previously lost in sea return. Turbulence was slight and, despite the lack of gyro-stabilized radar, few targets were unidentified.

The great problem in photographic analysis, observers learned, is what to count as bergs. Especially in the flods and along the glacier front, the photographs were "so full of pieces of ice that it staggered the imagination to distinguish berges from growlers or brash."

A minimum width of 50 feet along the lower edge of the photograph was decided upon mathematically as the minimum length of a berg. As the range increased toward the upper edge of the photograph, the scale necessarily became smaller and—toward the top—anything that appeared would have to be larger than 50 feet.

The 1949 Census resulted in the preparation of a master chart to show the number of bergs in geographical areas one degree of latitude and two degrees of longitude in extent.

Picket Boat Wins Race With Stork Across Bay

The wife of a Navy man at Jamestown, R. I., faced with the prospect of entertaining the stork after the last ferry run of the day between Jamestown and Newport, R. I., was given prompt transportation shortly before midnight by the Castle Hill Lifeboat Station at Newport.

A Coast Guard picket boat answered the attending physician's appeal for help and made the run from Jamestown, on Conanicut Island in Narragansett Bay, to Newport without incident. A son was born shortly thereafter.

Boxers, Wrestlers Get Invitation From Navy

Coast Guardsmen who revel in legal mayhem, namely boxing and wrestling, have been invited to display their wares in all-Navy championships this spring.

Wrestlers will take to the mat in semi-final and championship pairings at the Naval Receiving Station, Washington, during the week of 26 March. Boxers will gather at San Diego during the week beginning 14 May.

Individual units have been requested to hold local elimination tests in both fields to determine entries for district eliminations.

1,843 Young Men Apply for '50 Academy Exams

Receipt of an unofficial total of 1,843 applications for examinations leading to Coast Guard Academy appointments was reported by the Training and Procurement Division, Headquarters. The deadline for all applications was 15 January. The examinations will be held in major cities on 20-21 February.

Last year the annual cadet procurement program brought 1,449 applicants, of which 939 actually took the examinations. The eligibility list was set at 275, with 159 reporting to the Academy in July. This year a total of 175 cadets will be appointed.

The increase of some 400 applications over 1949 followed a most intensive publicity campaign. Newspapers and radio stations throughout the country gave the fullest cooperation in presenting material, and in several instances the Academy was publicized through television. The Coast Guard Academy Band was presented weekly in a 30-minute program over the Mutual Broadcasting System. Members of the Coast Guard Auxiliary and Coast Guard League, in addition to many Reservists, gave considerable time to cadet procurement. Several Congressmen made announcements of the examinations, and at least one of them discussed Academy advantages on a radio program.



EX-SPARS ARE SWORN INTO REACTIVATED WOMEN'S RESERVE

Miss Dorothy Gleeson, Council Grove, Kan. (center), and Mrs. Helen C. Mills, Jackson Heights, N. Y., both ensigns, were among the first to be sworn into the recently reactivated Women's Volunteer Reserve (SPARS) from a list of 670 eligibles. Now employed in Washington, D. C., both served in World War II with Capt. Arthur G. Hall, newly-appointed Chief, Office of Operations, who administers the oath.

Cleveland Auxiliaries Begin Winter Meetings

The winter training program of all CG Auxiliary units in the Cleveland area began 9 January on a two-meetings-a-month basis. Classes are held at the life-boat station at the New West Pier.

Subjects include history and operations, manners and customs afloat, first aid, weather and barometer, basic piloting, aids to navigation, rules of the road, safety at sea and emergency repairs, courtesy boarding and facility inspection, and practical seamanship. As soon as the harbor is free of ice, Auxiliary members will undertake practical training in small-boat handling.

Eastwind Out 1 May

Reconstruction of the collision-damaged *Eastwind* is expected to be finished on or about 1 May at Newport News, Headquarters announced. Upon completion, the vessel will be directed to carry out a 3 weeks' training cruise. Boston probably will become her home port.

Members of the Sullivans Island Life-boat Station, near Charleston, S. C., responded quickly on 14 December when an unidentified aircraft apparently crashed in waters nearby. Investigation revealed the pilot had merely landed to fish. He stayed until the tide came up, then departed.



ATTEND JOURNALISTS' FIRST INDOCTRINATION CONFERENCE

Coast Guard journalists, and Headquarters information personnel, the men who keep the public informed of Coast Guard activities and objectives, meet in Washington for the first time since the new journalist rating was established. Left to right are:

First row—BOSN John Beach, Graphic Arts Unit, New York; Frank Eldridge, historian; Wade McCoy, special assistant (CPI); Capt. S. F. Gray, Chief of Public Information; Lieut. James Ashbrook, editorial assistant (CPI); PHOT John Folk, Motion Picture Unit, New York, and PHOT George Twambly, HQ Photo Laboratory.
Second row—PHC Harold Whitwer, HQ; JO3 Roy Bateson, Coast Guard Institute; JO3 Raymond Mulholland, Cleveland; JO3 Gilbert English, New York; SN(JO) Donald Clement, New York; JO2 Roger Smith, New York; JO1 Frank Ryman, St. Louis; JOC Alexander Haley, New York, and JO1 Robert Niemeyer, New Orleans.

Third row—JO2 Robert Patty, Norfolk; JO2 John Peterson, Seattle; JO1 Hamilton Wright, New York; JO2 John Pilling, Boston, and JO3 John Foster, Miami.

No Shrubbery!

Second District Headquarters, ordering several fuel pump assembly units from a commercial source, listed the vessels for which each unit was intended as a cost-accounting convenience.

A bewildered supply officer received

the company's acknowledgment of the order: "Shrubbery items, apparently entered in error on this order, have been deleted."

Understanding finally dawned when he read the original order, which listed such vessels as the USCGC *Oleander*, *Sumac*, *Dogwood*, and *Forsythia*.

Tell the Coast Guard Story, Admiral O'Neill Urges CG Journalists

The responsibility of the Coast Guard to report on its activities to the public, not only to educate and inform the public but to maintain high service morale as well, was emphasized by Vice Admiral Merlin O'Neill, the Commandant, in an informal address 9 January at the opening of a two-day indoctrination conference for Coast Guard journalists at Headquarters.

All except two of the service's journalists, plus civilians and military personnel engaged in public information work, attended the conference called by the Chief of Public Information, Capt. S. F. Gray. It was the first session of its kind since the rating of journalists was established in the Coast Guard; during World War II the enlisted rating was "specialist," later being changed to "yeoman (PI)."

The Commandant told the group the job of public information is an important Coast Guard activity because the true appreciation of its contribution is gauged by a real understanding of its mission and how its many tasks are performed. He cautioned the journalists that "the public is entitled to know what we are doing" and that they have the responsibility to tell the story accurately and fairly.

Captain Gray reminded the journalists, "First you must sell yourself within the service; work closely with the chief of staff or the designated public information officer so that you will be sure to conform to District policy. Then when you have established the confidence and respect of your officers and fellow workers, you can exercise your ingenuity and special skills in the proper channels to do a really worthwhile job."

Other speakers included:

George Foley, of New York, on commercial advertising and the advertising agency; Ed Lloyd, Annapolis, Md., editor of The Coast Guard Magazine; Anthony

J. Caliendo, executive director of the Coast Guard League; Lieut. Comdr. Mark Whalen, on recruiting and cadet-procurement publicity; Commander Ned W. Sprow, chief of the Military Morale Division.

Frank Eldridge, PI historian, discussed the value of Coast Guard history and prestige in information releases and service morale. Still and motion picture photography was explained by PHOT George Twambly, PHC Harold Whitwer and PHOT John Folk. BOSN John W. Beach listed the accomplishments of the Graphic Arts unit. Other PI speakers were Lieut. James Ashbrook and Wade McCoy.

Use of Service Names in Business Is Prohibited

The attention of all concerned has been invited to section 629 of title 14, U. S. Code, which is quoted as follows:

"No individual, association, partnership, or corporation shall use the combination of letters 'USCG' or 'USCGR,' the words 'Coast Guard,' 'United States Coast Guard,' 'Coast Guard Reserve,' 'United States Coast Guard Reserve,' 'Coast Guard Auxiliary,' 'United States Coast Guard Auxiliary,' 'Lighthouse Service,' 'Life Saving Service,' or any combination or variation of such letters or words alone or with other letters or words, as the name under which he or it shall do business, for the purpose of trade, or by way of advertisement to induce the effect of leading the public to believe that any such individual, association, partnership, or corporation has any connection with the Coast Guard.

"No individual, association, partnership, or corporation shall falsely advertise, or otherwise represent falsely by any device whatsoever, that any project or business in which he or it is engaged, or product which he or it manufactures, deals in, or sells, has been in any way endorsed, authorized, or approved by the Coast Guard. Every person violating this section shall be fined not more than \$1,000, or imprisoned not more than one year, or both."

New Haven Architect Given Chapel Contract

Douglas W. Orr, of New Haven, a former president of the American Institute of Architects, has been awarded the contract to draw up plans and specifications for the \$450,000 Coast Guard Memorial Chapel to be built at the Coast Guard Academy, New London, Conn.

It was announced several months ago that sufficient money had been raised through contributions of Coast Guardsmen and Coast Guard supporters to erect the nonsectarian chapel, which will commemorate the heroic Coast Guard dead as well as supply a deficiency that has existed since the Academy came into being.

If the plans can be completed by 1 May, after which the building contract would be advertised and let, it is hoped to hold a ground-breaking ceremony at the Academy during the 1950 Graduation Week.

The new chapel, which will seat 450 persons, will be located on high ground between the officers' residences and the Thames River. Negotiations are well under way with the city of New London to obtain a needed adjacent strip of city-owned ground between Academy property and a lane to the south.

At the same time it was announced that by arrangements with the chairman of the board, Theater Owners of America, a member of the organization owning a chain of 58 theaters with electric-organ installations has offered one such organ for chapel use. It would be removed from the State Theater in Schenectady, N. Y.

A specialist in the manufacture and installation of electric organs, who examined the Schenectady instrument, expressed the opinion that with modifications it can be installed as "one of the best church organs in the country." He proposed to substitute a new, and smaller, console to meet chapel requirements, overhaul all equipment, add necessary equipment and eliminate such theatrical contrivances as bells and traps. The expense of such labor and installation is estimated "in the neigh-

borhood of \$15,000," but it is believed the instrument would have a value of "at least \$50,000" when the work is completed. Much of the material in the organ cannot be duplicated today, it was reported.

On 13 January the Memorial Chapel Fund reported total receipts to date of \$464,622.58. The Second Coast Guard District by virtue of a contribution of \$163,000 from the A. W. Mellon Educational and Charitable Trust of Pittsburgh, Pa., topped its \$50,000 with a grand total of \$180,871.95. The Third District raised \$71,372.31, just short of its \$75,000 quota. The Fifth District raised \$22,675.12, missing its \$25,000 goal by a small margin. The Seventh District oversubscribed its \$25,000 goal by receiving \$28,575.15. The Ninth District raised \$67,282.73 in approaching its \$75,000 target.

The Eighth District raised \$20,231.63. Other results were: First District, \$11,655.36; Eleventh District, \$22,945.34; Twelfth District, \$25,558.58, and the Thirteenth District, \$13,454.41. Some \$12,000 was donated by the Coast Guard Alumni Association and the Groton Training Station for campaign expenses.

The final figure, which may increase slightly as late returns are received, is expected to fall slightly below the needed \$450,000 when contributions earmarked for individual memorials are deducted. However, as was announced, the A. W. Mellon Trust offered an additional sum up to \$9,000 when it could be determined such would be needed.

Helicopter Makes Long Journey Over Water

What reportedly is the longest assistance trip over water by an HO3S helicopter was turned in by Lt. David Oliver, Elizabeth City, N. C., who in December flew 95 miles east of the Virginia Capes to pick up a sick fireman aboard the cutter *Dexter*.

The patient, Faagugu Sialol, 29, was carried safely to a U. S. Marine Hospital and admitted for observation for possible appendicitis.

Service Is Represented on War College Staff

An indication of the importance attached to the Coast Guard as an essential element of the Nation's sea power is the current assignment of a Coast Guard officer to the faculty of the Naval War College, Newport, R. I. Each year the Coast Guard sends two officers to the college to take resident courses in strategy and tactics, and logistics.

Commander George D. Synon, 41, of Norfolk, Va., and a 1932 graduate of the Coast Guard Academy, last year was retained by the college by special arrangements between Headquarters and the Chief of Naval Operations.

In addition to his regular duties in the Department of Strategy and Tactics, Commander Synon is the War College specialist in matters concerning the Merchant Marine, and the control and handling of merchant shipping in time of war.

He was a member of a committee of two which recently represented the college in a series of conferences with executives of leading steamship lines in New York City. At that time he lectured to a seminar of 500 senior Naval Reserve officers on the subject, "The Relation of the Merchant Marine to National Power." He will appear before this group again in May.

The Coast Guard officer has been detailed to the additional specialty of ship-to-shore movement in amphibious operations. Last fall he delivered the annual lecture to the college on this subject.

In his primary duties, Commander Synon not only lectures on various strategic subjects but is a member of a solving team which prepares Staff solutions to problems presented. Student solutions are turned over to the Staff solving teams for study and comment. This method of instruction is regarded as the most suitable for preparing and testing officers for higher commands.

Coast Guard officers who have attended the College, he says, have uniformly praised it as a valuable means of training in wide-scale planning and of familiarizing them with Naval methods and pro-

cedures. On the other hand, the Naval War College recognizes Coast Guard specialties in which the Navy is vitally concerned and seeks the benefit of the experience and background Coast Guard officers possess.

Army and Air Force officers are assigned, both as students and Staff members, and the Department of State details one Foreign Service officer to the senior course each year.

Commander Synon was in command of the *Nike* in May 1942, when it sank a German submarine in the Straits of Florida, for which he received the Legion of Merit. He also commanded the *Taney* through the Okinawa operation, when this vessel was the flagship for Rear Admiral C. H. Cobb, commander Naval forces Ryukyus. The *Taney* was credited with downing 3 Japanese "kamikaze" aircraft; this campaign brought Commander Synon the Bronze Star. He attended Maury high school at Norfolk, and William and Mary College, Williamsburg.

Taxi Radio Brings Coast Guard to Aid Ferryboat

Thanks to a well-placed taxi driver and the Coast Guard, 20 passengers aboard a Norfolk-Newport News ferryboat were rescued without mishap after the boat had gone aground on a Hampton Roads sandbar in a heavy fog.

The driver and his taxicab were aboard the ferry about 2 a. m. when it grounded a half-mile offshore. The driver used his two-way radio to notify the company dispatcher of the boat's plight, and the dispatcher called upon the Coast Guard. Later the taxi radio was used to direct the rescue vessel.

When SA Charles A. Anselm was injured fatally on Ulithi, between Guam and Yap Islands, by falling accidentally against a fishing spear, a Coast Guard PBY-5A made a thrilling flight at night to rescue the youth. Ulithi natives lighted bonfires and lanterns to guide the aircraft onto the dark airstrip. The landing and takeoff were accomplished without incident.

False Alarms Plague Search and Rescue Work

"He who perpetrates a hoax by sending false radio distress signals is a sadistic type if he did it intentionally, and is a careless individual if he did it inadvertently."

It is with these carefully chosen words that a recent Search and Rescue Bulletin of the Eastern Area, Coast Guard, indicts those who cause Coast Guard planes, vessels, and shore facilities to go on "wild goose chases" at the taxpayers' expense. Not only are these false alarms expensive, just as in the case of a city fire department, but they also commit craft and personnel that should be standing by to answer legitimate distress calls.

Search and rescue experts are inclined to place hoaxes in at least three general categories. One is misuse of equipment, which comes under the heading of rank carelessness. A second is a kind of twilight zone in which persons can't distinguish between fact and fancy in what they have heard and seen. And, finally, there is the true hoaxter, the person who is bent on mischief.

Misuse of the "Gibson Girl"—a hand-operated radio device that transmits distress signals automatically—has caused a goodly share of unnecessary alerts. Many an instructor has taken the device from its coverings for demonstration purposes and inadvertently turned the crank. It is a compliment to the Coast Guard that in nearly every such instance diligent search and investigation has been made, and not infrequently the signals have been traced successfully by direction finder bearings and air reconnaissance.

On one occasion in particular, through the use of HF/DF bearings and a search aircraft, SOS signals were determined to be originating at an aircraft corporation where "Gibson Girl" transmitters were being tested with short antennas. These signals were being heard over the entire eastern half of the United States, the Bulletin said. Company officials decided to devise other means of testing when

the penalty for transmitting false distress signals was brought to their attention.

Inexperienced persons who hear nonexistent distress messages play hob with search-and-rescue activities. Rescue units have a natural tendency to move quickly when an emergency is indicated. Where lives apparently are in the balance often there is no immediate justification for delay in starting the rescue effort.

Of course, the Coast Guard in its long experience is able to recognize many reports that do not ring true. A few fast queries sometimes uncover the potential hoax before the alert is under way. But frequently the hoaxter reports the so-called "distress" to other agencies which are almost compelled to pass the word along at its face value. By the time this kind of report reaches the Coast Guard, gaining momentum and importance en route, its true evaluation is practically impossible.

One person last year was responsible for three such false alarms. In another instance, a radio amateur reported SOS signals were followed by some strange code he could not decipher; the SAR Bulletin says that when the amateur was found to be vague about the frequency of the purported message "further conversation resulted in an evaluation suitable to the case."

The widely publicized loss at sea of the British aircraft, "Star Tiger," brought the wildest tales of fleeting and strange communications supposedly from the survivors. One person, a cryptographic student, even came up with a special code which he allegedly heard. The Bulletin says "credibility ran rife and investigation was nearly continuous; plausibility was in many cases entirely abandoned." This pattern has been repeated in other instances, involving other countries as well.

The mischief-making hoaxter, it is reported, almost invariably is a person experienced in radio communication. Sometimes he is a radio operator who has concealed himself with equipment and who sends distress messages to create dismay among his friends. This type of

individual, not unlike the "fire-bug," desires to witness the rescue effort.

A radio amateur in Atlanta, Ga., for example, received fragments of a message on an amateur band indicating that a ship, radio call GZRY, was "adrift on the high seas" in the Azores. He was the only one to hear the message, the radio call given was not assigned to any ship, the signals were local and the use of the amateur band for distress by a ship was not plausible. USAF aircraft searched thoroughly without results. The case was evaluated as a hoax.

An experience of the cutter *Mendota* on Ocean Station HOW last July shows how expensive and time-taking hoaxes can be. She received a message that a ship was being abandoned. No one else, except an Army vessel (which picked up only a portion), heard the signals. No name or call sign was transmitted. The *Mendota* and *Matagorda*, the U. S. S. *Worcester*, the tug *Lillian*, eight merchant vessels, two Coast Guard aircraft and two USAF aircraft were thrown into the search. The results were negative after 2 days' ceaseless patrolling.

The Coast Guard answer to hoaxes is prompt investigation. Speed in checking the facts and evaluating them not only facilitates what may be a legitimate assistance call but it affords an opportunity to pin down a hoaxer before he can get a watertight story fixed in his mind. Hoaxers are prone to use such forceful words as "abandoning ship" and "fire in the engineroom." They often use unlisted calls and imaginary ship names, being unaware as a rule of real call letters and the names of real ships operating in the vicinity.

Investigators are warned to determine exactly what message was heard, and by whom. Sources which belatedly support a prior distress message need investigation. Local possessors of "Gibson Girls" are to be located and listed for future reference.

Search and Rescue, says the Bulletin, will always search an area of reported distress, "but since riddles have no place in proper action, every effort must always be made to solve them immediately."

Reservist Reports Brush With Unidentified Sub

.A Lihue, Kauai, T. H., newspaper is authority for the report that Louis Abrams, a Coast Guard reserve officer, "scared off" an unidentified submarine while en route one night to Kauai from Oahu.

Piloting a converted PT boat, Abrams allegedly met the partly submerged sub 37 miles off Nawiliwili Lighthouse. The sub was coming toward him "very fast on a collision course." Abrams throttled down his engines as the sub slipped past his bow a scant 50 feet away.

The conning tower, Abrams is said to have reported, was clearly visible above the water and the wake of the craft had the characteristic appearance of a twin-screw vessel. The periscope, higher than the dorsal fin of any fish known to Abrams, was dropped low in the water and finally disappeared. The object appeared to be 150 to 200 feet long.

Of the opinion that the submarine, if one, was foreign, Abrams made a full report of the incident to the Coast Guard and Navy.

Coast Guardsman Named Best Driver of Week

When BM3 Jesse M. Wilson, driver for the commander of the 8th Coast Guard District, was "pulled over to the curb" in New Orleans recently he expected the worst. The situation was even more embarrassing because his passenger was the District Commander, Captain C. W. Dean.

Wilson, however, was shocked pleasantly when the arresting officer (actually the New Orleans Traffic Safety Coordinator) smilingly agreed with the Coast Guardsman that no traffic rules had been violated. Instead, Wilson was notified he had been selected as the "best-driver-of-the-week."

Wilson had been watched for more than a mile and had been seen to give all proper signals, obey lights and drive circumspectly. The honor was worth \$10 and a certificate to Wilson.

Ships, Plane Coordinate To Locate, Save Seiner

Things happened fast when the *Eek*, a 72-foot purse seiner with seven men aboard, reported heavy going while en route from Bethel to Seattle, Wash.

The Coast Guard in Juneau received the flash and dispatched a PBY. The cutter *Bittersweet* was soon under way. The steamer *Denali* of the Alaskan Steamship Co. responded to the call, and the Army transport *Frederick Funston* swung off its course.

The *Denali* located the *Eek* through radar and reported its position promptly to other members of the searching party. In short order the *Bittersweet* came upon the *Eek*, called off the search and escorted her into Port Etches to ride out the storm.

Dependents Beat Crew Members to Honolulu

The Coast Guard in Honolulu was able to get its "wires crossed" on purpose, and the result was that 12 dependents of crew members of the *Winnebago* had the rare privilege of arriving in the city hours before the cutter itself docked. In addition, there were apartments waiting for them.

Usually a serviceman's family counts itself fortunate if it can travel with him on a change of station. Often several months separate them, especially on an overseas move.

But in the case of the *Winnebago* crew, Coast Guard officials combed the area in December to find very scarce apartment housing for the dependents. This accomplished, the actual movement by way of a Navy transport was relatively simple—and everybody had a happy Christmas!

Army, Navy, and MATS officials, said a Honolulu newspaper, "agree the arrangement was 'highly unusual'."

The Coast Guard will conduct a continuous patrol of the Ohio River from Louisville to Cincinnati next summer, it was announced. A new 36-foot craft with a galley, and space for a crew of 3, will be used.

Radio Columnist Visits Lighthouse on Farallons

Coast Guard families residing on the main island of the Farallons group, 30 miles off the California coast near San Francisco, were the subject of a radio broadcast as the result of a visit by Jim Grady of Station KCBS.

The radio columnist devoted 15 minutes of program time to a description of the island population's preparations for Christmas and a tribute to the "21 men, women, and children of the Coast Guard who keep the light burning and the radio signals humming." Later, Grady reported listener response indicated the story was one of his best.

Grady made the trip aboard the 189-foot buoy-tender *Willow* on her weekly trip to deliver mail, water, gasoline, and food. He said he was lifted from water to the island's rocky shore by a derrick, a sea-going elevator, and he wondered whether the women and children entering and departing in the same way had "a queazy stomach" such as he had.

He noted that professional exterminators thought they had rid the island of its large rabbit population last year, but that it was apparent at least two had been missed. Wild life, he said, included sea lions and "buoy flies." He noted the nesting places of a wide variety of birds, ranging from gulls to chicken hawks, and commented that during Gold Rush days men used to raid the nests and sell the eggs for \$1 apiece.

Christmas shopping on the mainland, Grady found, was a week's junket because the *Willow* normally made the round-trip no oftener. There used to be a school on the island, he learned, but now families are transferred to shore duty when the children reach school age.

Army Quartermaster reservists in San Francisco listened to a 2-hour lecture by three Coast Guard reservists on "Loading and Stowing Dangerous Cargo," pronounced it very interesting and recommended the CG "team" for additional lectures to Army units in the area.



VOLLEYBALL BREAKS MONOTONY OF OCEAN STATION PATROL

Although a Coast Guard ocean station vessel usually is at sea 30 days at a stretch, cruising a 10 miles' square area for weather observation, possible search-and-rescue and supplying aids to navigation, there is still time for athletics when weather permits. Here the crew of the *Minnetonka* on Station FOX warms up with a fast volleyball game, an almost certain indication that "chow" later will be attacked with great vigor.

Air Force Chief Thanks Coast Guard for Search

By letter, Gen. Hoyt S. Vandenberg, Air Force chief of staff, thanked the Commandant and the Coast Guard for participation in the rescue of a B-29 crew forced in the sea north of Bermuda.

"Not only did the Coast Guard furnish valuable communications services," he wrote, "but also provided technical oceanography data * * * which aided materially in hastening the location of the survivors. The cooperation and assistance of the U. S. Coast Guard left nothing to be desired and will be remembered by the Air Force with much gratitude."

British Motorship Runs Aground at Lighthouse

When the British motorship *Pacific Enterprise* ran aground in a heavy fog a bare 100 yards northwest of the Point Arena, (Cal.) lighthouse, only a Coast Guard lifeboat was required to transport five passengers, including two women, to shore.

The 454-foot ship, en route from Vancouver, B. C., to England with 9,300 tons of general cargo, settled on the rocky beach. The skipper, Captain M. E. Cogle, was on his final voyage after 50 years at sea.



NEW ENSIGN GOES OVERBOARD TO SAVE SHIPMATE'S LIFE

Ensign Charles E. Larkin, Jr., 22 (left), son of an Army lieutenant colonel stationed overseas and a 1949 Academy graduate, showed his mettle at Boston by going overboard in icy water to save the life of SA Paul Garcia (center). Garcia had slipped on the ice-covered deck of the *USCGC Bibb* and fallen into the water. He was unconscious when Ens. Larkin, returning from liberty, went hand-over-hand down a mooring line and dropped into the 40-degree water. None the worse for their experience, both describe their experience for Commander C. H. Stober, *Bibb* executive officer.

